



Westmor Development Park Area Structure Plan

Commercial and Business Industrial Park



Bylaw 2/91

with amendments to Bylaw 14/2003



IMPORTANT NOTICE

MGA Section 63(2)

This document is consolidated into a single publication for the convenience of users. The official Bylaw and all amendments thereto are available from the Legislative Officer and should be consulted in interpreting and applying this Bylaw.

In case of any dispute, the original Land Use Bylaw must be consulted. Where legal land description, spelling, punctuation or type face was updated or corrected, the change was not noted in this document.

For easy reference, the amending Bylaw Numbers are adjoining the Sections that were amended to identify that a change has occurred in a Section, Subsection or Clause, subsequent to the adoption of the original Land Use Bylaw.

Following is a list of Bylaws adopted by Council subsequent to adoption of this Bylaw that amended the Land Use Bylaw:

BYLAW NO.	ADOPTION DATE	CONTEXT
14/1999	09/28/1999	Replacing some text to accommodate development concepts and figures 3 through 5 and adding Figures 5 through 7 to include direct access to Highway No. 2. New text and map amendments for entire plan area is superseded by Bylaw 14/1999.
		Amending the area of NE-28-55-25-W4M held by Scanner Holdings Ltd. to a Direct Control district within the plan area.
31/2002	11/5/2002	Amending Figure 1 – Location Map to update the plan area specifically with regards to the Northwest corner section of S ½ 33-55-25-W4.
14/2003	06/10/2003	Amending Section 2.0 - Purpose with a statement that changes the Scanner Holdings Ltd. lands from Direct Control to a corridor commercial land district for the most southerly portion of NE-28-55-25-W4M adjacent to 100 Street.
		Replacing Figure 3A – Detail Development Concept with a new figure showing updated and adjusted lots and road network.
		Amending Sections 10.0 and 11.0 by adding statements regarding figures 5 and 6 can be generally applied to the revised development concept for the most southerly portion of NE-28-55-W4M.

Westmor Development Park

Area Structure Plan

Bylaw No. 2/91

Revised September 28th, 1999 (Amending Bylaw No. 14/99)

Westmor Development Park Area Structure Plan

TABLE OF CONTENTS

	<u>PAGE</u>
1.0 INTRODUCTION	1
2.0 PURPOSE	1
3.0 PLANNING FRAMEWORK	4
4.0 DESCRIPTION OF PROPERTY	5
5.0 LAND OWNERSHIP	6
6.0 MUNICIPAL/SCHOOL RESERVE	7
7.0 ADJACENT DEVELOPMENT	8
8.0 DEVELOPMENT CONCEPT	8
8.1 Proximity to Edmonton	11
8.2 Industrial Development	11
8.3 Community Role	11
8.4 Commercial	12
8.5 Industry	12
8.6 Transportation	12
9.0 TRANSPORTATION	13
10.0 STAGING OF DEVELOPMENT	14
11.0 MUNICIPAL SERVICES	16
11.1 Sanitary Sewers	16
11.2 On-site Sanitary	17
11.3 Water Distribution System	18
11.4 Storm Drainage	20
11.5 Other Services	21
FIGURES	<u>PAGE</u>
1. Location Map	2
2. Topography and Wetlands	3
3A. Detailed Development Concept for Scanner Holdings Limited	After 8
3B. Development Concept for Westmor ASP Plan Area	After 10
4. Cardiff Interchange Preliminary Plan	15
5. Staging Concept	After 15
6. Water and Sanitary Concept	After 16
7. Storm Drainage Concept	After 20

Westmor Development Park Area Structure Plan

1.0 INTRODUCTION

This area structure plan, known as the Westmor Development Park Area Structure Plan, being Bylaw No. 2/91, revised September 28th, 1999 (Amending Bylaw No. 14/99), has been prepared pursuant to and complies with the relevant provisions of the Municipal Government Act, 1994, Chapter M-26.1 of the Province of Alberta, and any amendments thereto, as well as the Town of Morinville Municipal Development Plan, being Bylaw No. 19/98, and any amendments thereto. The Westmor Development Park Area Structure Plan (hereinafter referred to as the Plan), relates to an area of land situated within the corporate boundary of the Town of Morinville -see Figure 1, entitled "Location Map".

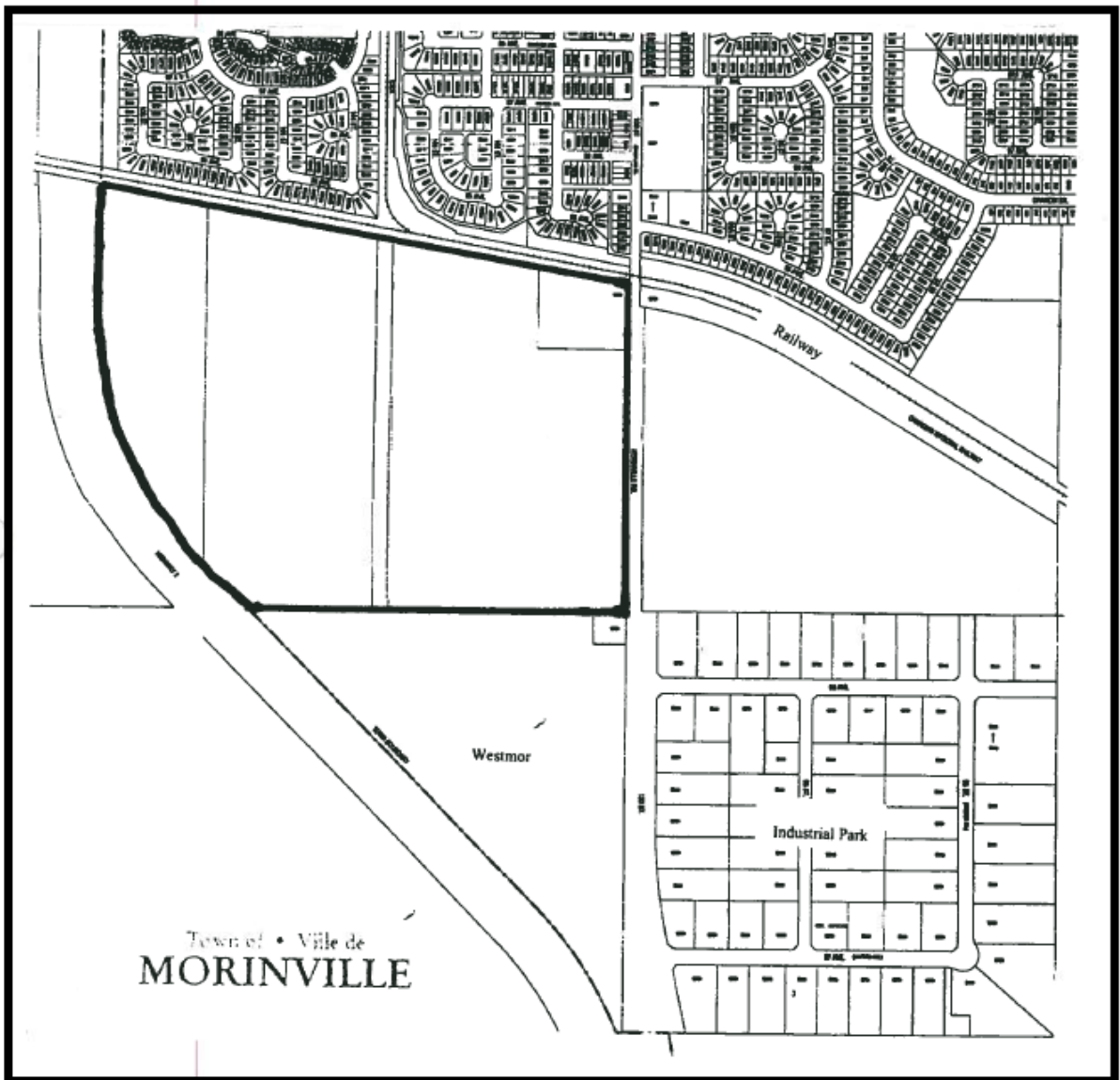
2.0 PURPOSE

The purpose of this Plan is to refine or specify further the general policy direction and land use designations provided for these lands within the Town's Municipal Development Plan, serve as the basis for a corridor commercial land use district in the Town of Morinville Land Use Bylaw to be applied to the most southerly portion of the NE of 28-55-25-W4M adjacent to 100th Street and to establish a sound framework for future decisions on subsequent subdivision and development permit applications for the lands situated within the Plan boundary -see Figure 2, entitled "Composite Ownership and Base Plan".

Bylaw
14/2003

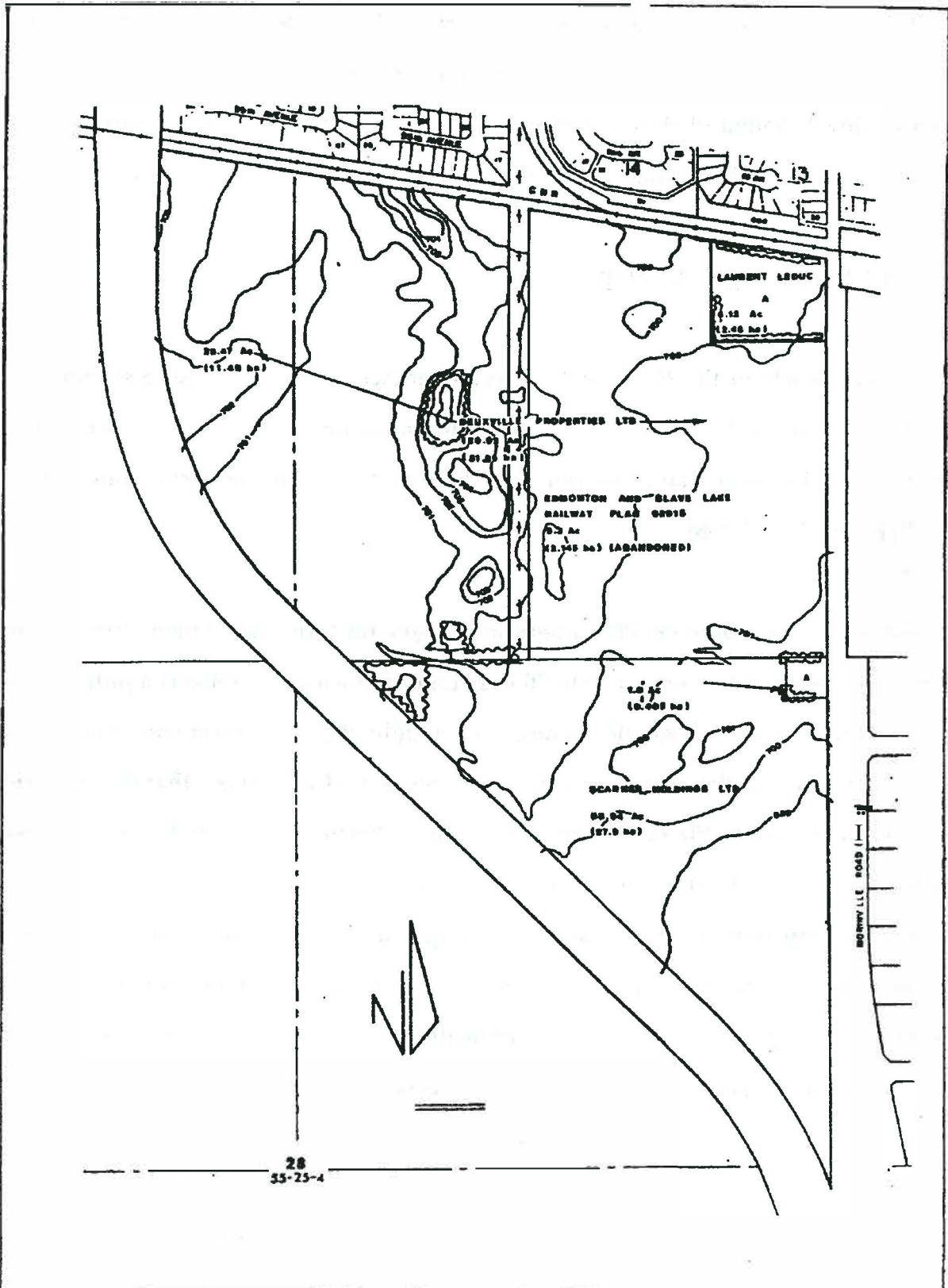
As Figure 2 shows, the Plan area is very well defined by Highway No. 2 to the west and southwest, the Canadian National Rail line to the north, Morinville Road to the east and the surrounding lands, also to the east, which are committed on a long term basis

FIGURE 1
LOCATION MAP



Bylaw
31/2002

Topography and Wetlands



Westmore Development Park Area Structure Plan

for urban, business and industrial use according to the Municipal Development Plan. The policies and concepts in this Plan are intended to provide the basis for orderly and economic development of these lands in a manner compatible with surrounding uses and the Town's servicing infrastructure for the area.

30 PLANNING FRAMEWORK

Part 17, Section 633 of the Municipal Government Act provides for the preparation of area structure plans to be approved by a municipality. The Town of Morinville recently revised its major land use policy document, the Municipal Development Plan, in 1999 (Bylaw No. 19/98).

The Municipal Development Plan identifies in general terms the Town's policies for growth and development over a 15 to 20 year time frame and...."reflects a judgment as to what is practical as well as what is desirable in light of current economic conditions". The Concept Maps in the Town's Municipal Development Plan show that the northerly portion of the Wesbnor Plan is designated for future *Business/Service Industrial* and *Light Industrial* land use. These Concept Maps indicate that for the lands in the southerly portion (those currently held by Scanner Holdings Ltd.), the Westmor Plan will be used as a basis for determining future land use and servicing and rendering decisions on subdivision and development permit applications. This Plan conforms with these stated intentions of the Town's Municipal Development Plan.

Section 14 of the Municipal Government Act Subdivision and Development Regulation also provides for the adoption of this Plan by the Minister of Infrastructure (formerly

Westmor Development Park Area Structure Plan

Alberta Transportation and Utilities) for the purpose of approving future subdivision within the Plan area. The Minister's consent to this Plan and the Highway No. 2 (right-in/right-out) access indicated herein is a vital component of this planning exercise.

4.0 DESCRIPTION OF PROPERTY

The Plan area contains 94.23 ha (235.75 ac) of privately owned land held under four separate titles. The land is situated within and is adjacent to the southern boundary of the Town of Morinville.

The topography of the area is generally flat with some areas that are best described as gently rolling. The majority of the Plan area is cultivated and in agricultural production. Two acreage residential uses exist adjacent to Morinville Road (100th Street) and there are some local areas of low lying land that contain seasonal run-off from within the Plan area.

Drainage from the Plan area is generally to the south and southeast, however, the land is not well drained. Surface drainage is largely contained on site or is diverted through ditch systems abutting Morinville Road, Highway No. 2 and the Canadian National Rail line that forms the northern boundary of the Plan area.

There are no unique or unusual features about the land that would require special planning consideration and there are no significant wooded or planted areas that require special or specific attention in preparing the land for more intensive urban use. Native vegetation consists of scrub poplar and willow stands adjacent to low lying

Westmor Development Park Area Structure Plan

lands and along property boundaries. Yard plantings are restricted to the immediate vicinity of acreage residential uses and are not extensive so as to require particular reference or attention.

As the Town expands southward, in accordance with the Municipal Development Plan, it is anticipated that the existing acreage residential uses will be phased out as comprehensive commercial and business developments occur.

It is noted that a remnant rail right-of-way parcel exists within the SE of 33-55-25-W4M. This former rail alignment exists in plan only (9201 S) while, in fact, the line and rail bed no longer exist. The right-of-way is presently under cultivation in conjunction with the balance of the quarter section.

5.0 LAND OWNERSHIP

The Plan area contains five titled interests. The configuration of these individual interests and their relationship to the plan area are shown on Figure 2 entitled "Composite Ownership and Base Plan". A summary of ownership interests showing legal property descriptions, ownership, parcel areas and projected municipal/school reserve entitlements are provided in the following area calculation table:

AREA CALCULATIONS

PARCEL	OWNER	AREA (ha./ac.)	RESERVE (ha./ac.)
Lot A, Plan 752 0116	Laurent Leduc	2.48/6.1	0.248/0.61
Pt. SE 33-55-25-W4M	Deuxville Properties Ltd.	5-1.36/126.92	5.136/12.69

Westmor Development Park Area Structure Plan

AREA CALCULATIONS (Con't)

PARCEL	OWNER	AREA (ha./ac.)	RESERVE (ha./ac.)
P1 SW 33-55-25-W4M	Deuxville Properties Ltd.	11.52/28.47	1.152/2.85
Lot A, Plan 792 2861	Bernie Gerard	0.4/1.0	NIL
Pt NE 28-55-25-W4M	Scanner Holdings Ltd.	27.9/68.94	2.79/6.89
Railway Plan 9021 S	Edmonton and Slave Lake Railway (or Assignee)	2.14/5.3	0.214/0.53 (if consolidated)
TOTALS		95.8/236.73	9.54/23.57

6.0 MUNICIPAL and SCHOOL RESERVE

Q With respect to reserve dedication, the Municipal Government Act, Division 8 in Part 17, requires the registered owner of land that is the subject of a proposed subdivision to provide reserve dedication without compensation for the following:

- (i) land for municipal reserve, school reserve or municipal and school reserve;
- (ii) money in place of all or any of the land referred to in subclause (i); or,
- (iii) a combination of land and money.

Since the Plan area does not envisage residential development requiring open space for school and park amenity, the owners within the Plan would likely settle their reserve requirements via the provision of cash-in-lieu of reserve land, or some combination of land and money. The details of reserve provision will be determined by agreement between the owners and the Town upon submission of subdivision applications.

7.0 ADJACENT DEVELOPMENT

As mentioned previously, this Plan falls within a well defined planning area. To the south and to the west is Highway No. 2, which defines the Town's jurisdictional limits. To the west of Highway No. 2 are agricultural lands situated within Sturgeon County.

The easterly boundary of the Plan area is defined by Morinville Road, which is the main south entry into the Town. Across Morinville Road to the east is the Northeast Industrial Area, portions of which are serviced and developed. A mix of business, commercial, industrial and agricultural service industries are located east of Morinville Road.

To the north of the Plan area is the Canadian National Railway line which provides a distinct boundary between the Town's residential community and its business and industrial area leading into the Town.

Of key significance to the development of the subject lands is the exposure that is available from Highway No. 2 and the simultaneous need for convenient controlled access into the Plan area.

8.0 DEVELOPMENT CONCEPT

The development concepts depicted in Figures 3A and 3B illustrate a solid framework for the future development of the lands within the Plan area in terms of compatibility with adjoining uses/developments, revitalization of the Downtown area, efficient internal traffic movement and servicing as well as the safe and effective linking with Morinville Road and the approved (right-in/right-out) direct link to Highway No. 2.

Westmor Development Park Area Structure Plan

Bylaw
14/2003

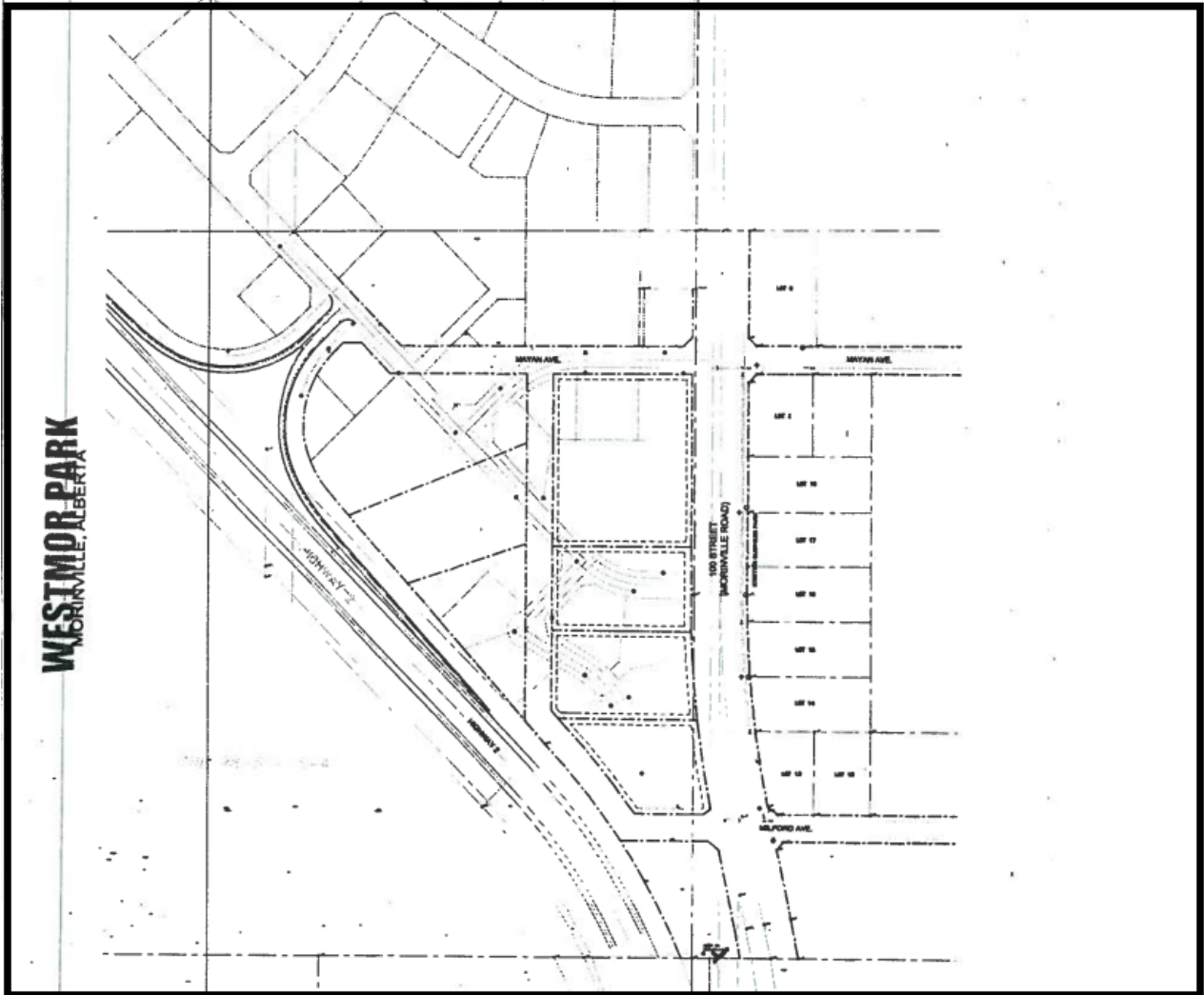


Figure 3A: Detailed Development Concept
for Scanner Holdings Ltd.

Westmor Development Park Area Structure Plan

The development concept depicted in Figure 3A provides for a range of commercial and business development opportunities to serve the Town, the surrounding region and the travelling public on Highway No. 2, compatible with efforts to revitalize Morinville's Downtown area. Highway No. 2 is a prime transportation route serving Northern Alberta and the Northwest Territories. It also functions as a commuter route south to the cities of St Albert and Edmonton. A number of lots in a variety of sizes and shapes are provided in Figure 3A to accommodate this range of use/development opportunities including:

- a regional hardware and building supply outlet;
- a clustering/grouping of outlets for the purpose of selling/leasing vehicles including but not limited to automobiles, trucks, recreational vehicles, holiday trailers, water craft, snow sleds, farm implements, etc.;
- a clustering/grouping of outlets for the purpose of servicing/maintaining the vehicles listed above including but not limited to a tire shop, parts store, brake/muffler/transmission shop, service centre, body/paint shop, etc.;
- a clustering/grouping of commercial recreation facilities including but not limited to a bingo hall, bowling alley, billiard/games establishment, racquet sports club, fitness club, etc.;
- retail warehouse and shopping facilities;
- highway-oriented commercial uses/developments including but not limited to motels/hotels, food and associated beverage establishments (freestanding or as part of a motel/hotel), a personal service establishment as part of a motel/hotel, a truck stop, gas bar/service station/vehicle wash, bus depot, bulk fuel storage and distribution, equipment sales and service, moving/courier operation, etc.;
- business service support uses/developments including but not limited to offices providing professional (e.g. engineering), technical (e.g. graphics) and/or general

Westmor Development Park Area Structure Plan

office (e.g. clerical) support services to industry and commerce, the wholesaling or retailing of industrial/building trades/safety supplies and the like, veterinary clinic/kennel, repair service establishment (e.g. electronics), etc.; and,

- highway-services commercial uses/developments including but not limited to convenience retail stores, fast food outlets, food and beverage services, gas bar/service station/vehicle wash, and associated convenience retail services.

Convenient access is a feature of the Plan that will improve overall accessibility to the Town, provide alternative access to vehicles that ought not be travelling through the built-up community and provide the opportunity for Town entrance way enhancement at appropriate locations. Provision is made for the widening of Morinville Road to accommodate an ultimate five lane standard (two travel lanes in each direction with a dual/centre turning lane).

As Figure 3B depicts, the future uses/developments intended for the northerly portion of the Plan are those indicated in the development concepts shown on Maps 2 and 6 of the Town's Municipal Development Plan. In other words, the development concept in Figure 3B as far as the northerly portion of the Plan is concerned is a straightforward affirmation of the future uses/developments provided for in the Town's Municipal Development Plan.

Both development concepts, depicted in Figures 3A and 3B, comply with the Town's Municipal Development Plan and, more particularly, addresses the following general policy statements and goals:

Westmor Development Park Area Structure Plan

Bylaw
14/1999

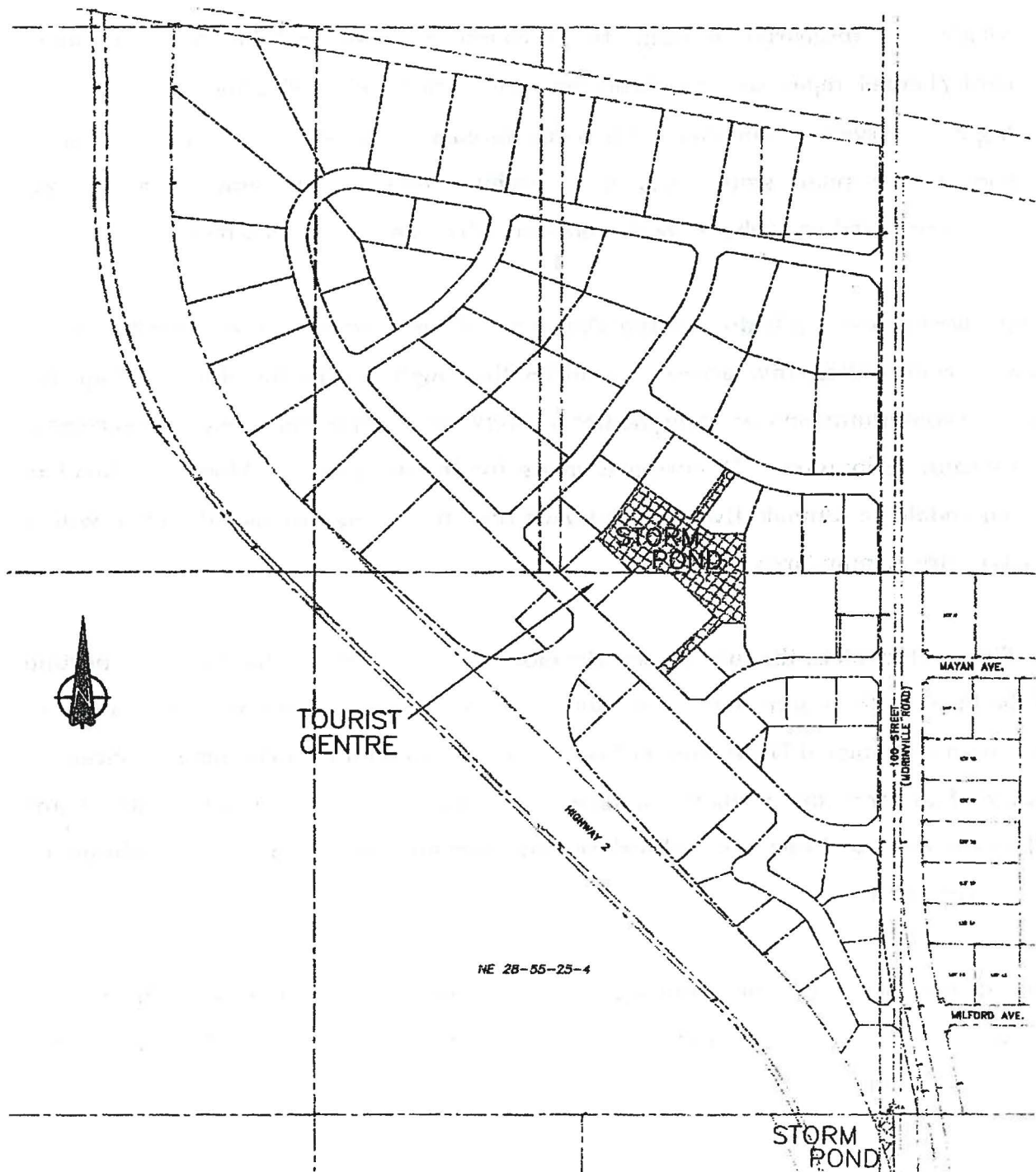


Figure 3B: Development Concept
for Westmor ASP Plan Area

8.1 PROXIMITY TO EDMONTON

"The Town is linked to the cities of Edmonton and St Albert by Highway No. 2, a four-lane divided highway. Vehicle travel times between Edmonton's city centre and Morinville are less than one hour. This strong transportation link between the Town and the City has two interrelated effects. It enables people employed in Edmonton to live in Morinville, in order to take advantage of the Town's lower housing prices and "small-town" environment, and yet commute to their jobs in Edmonton. However, it also weakens the Town's economic structure by decreasing the reliance of residents on the local retail and service sector. Thus, many residents of Morinville tend to shop and work in Edmonton. "

8.2 INDUSTRIAL DEVELOPMENT

"The Town's industrial area, south of the CN rail line, is well separated from existing residential neighbourhoods by the railway tracks. In addition, it is located downwind from the Town and has a direct linkage to Highway No. 2. As a result, major industrial truck traffic does not have to circulate throughout the Town."

8.3 COMMUNITY ROLE

"...the Town will encourage a wide variety of commercial and industrial development, of an acceptable type and quality, in order to meet the needs of its own residents and the surrounding farming community and to balance its tax assessment base."

Westmor Development Park Area Structure Plan

8.4 COMMERCIAL

Goal

"To maintain the downtown as the commercial "heart" of the community, while allowing decentralization of select types of business activity to locations outside the downtown core."

8.5 INDUSTRY

Goal

"To encourage business and industrial development to locate in the Town in order to increase local employment opportunities and strengthen the community's economic base."

8.6 TRANSPORTATION

Goal

"To provide for the safe and efficient movement of people and goods to, from and within the community."

9.0 TRANSPORTATION

The development concepts depicted in Figures 3A and 3B are premised upon two important transportation related factors: location and accessibility.

With respect to location, the Plan area has exceptional exposure from both Highway No. 2 and from the main south entry into Morinville (Morinville Road). This locational advantage will be very attractive to potential commercial and business oriented uses. The prominence of the Plan area and the standards to which the land could be developed will have a significant influence on the image of the expanding Morinville community.

With regard to accessibility, convenient access is a prime factor in the long term viability of any commercial, business or industrial area. The development concepts depicted in Figures 3A and 3B provide for convenient and efficient internal road circulation that connects at controlled locations along the Town's main south entry. It allows for the inclusion of the major collector road as shown in Maps 2 through 11 of the Town's Municipal Development Plan. Aligning three intersections with existing and future roadways east and west of Morinville Road will ensure continuity of traffic circulation and discourage incompatible business traffic from encroaching into the built-up residential community north of the CN Rail line. Much effort has been spent in eliminating the need for any service roads within the Plan area which can be awkward and inefficient.

A controlled highway access to and from Highway No. 2, as approved by the Minister of Infrastructure (formerly Alberta Transportation and Utilities), has been fully accommodated in this Plan's development concepts and is located at a point approximately midway in the Plan area and midway between existing highway access

Westmor Development Park Area Structure Plan

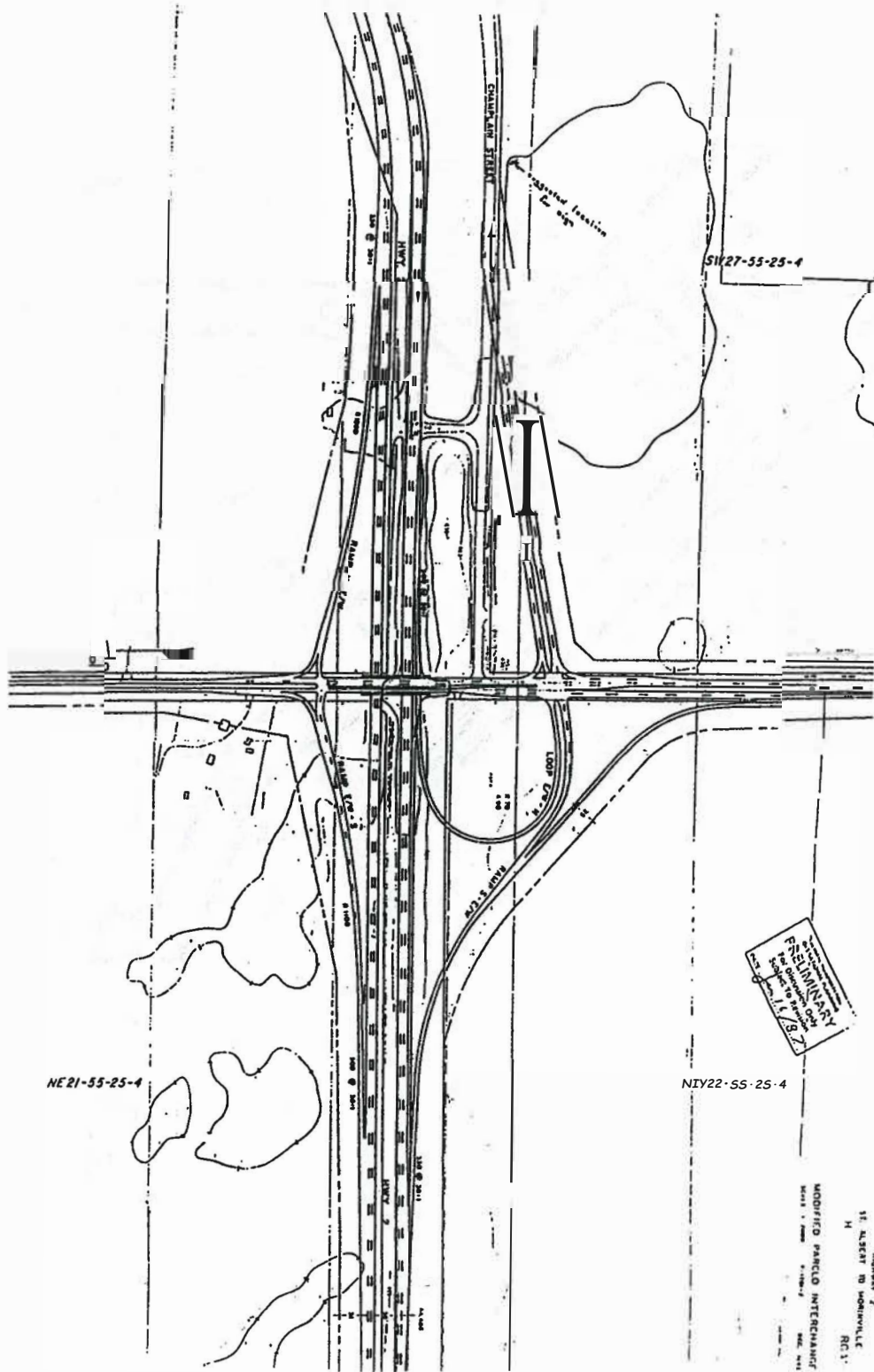
roadways. This new connection (right-in/right-out) with the northbound leg of Highway No. 2 will provide safe and convenient access into and out of the Plan area at a point where grade elevations are favourable. Acceleration and deceleration lanes will ensure that the function and capacity of Highway No. 2 is maintained.

Future upgrading to the benefit of the Town and the Plan area is proposed for the intersection of Cardiff Road and Highway No. 2 to the south of the Plan area. A more direct flow deceleration entry will eliminate the current off-set intersection of Morinville Road and Cardiff Road and provide for a safer, more convenient flow into the Town's main south entry. Figure 4 shows the most recent conceptualization (preliminary plan) of this interchange as proposed by the Minister of Infrastructure. It is included in this Plan for information only. The exact alignment, intersection treatment, traffic flow/control, and so forth, will be determined by the Minister of Infrastructure in consultation with the Town and Sturgeon County.

10 STAGING OF DEVELOPMENT

Although predicting the time frame for development is always difficult given fluctuating economic circumstances, it is suggested that the staging for servicing and development of the southern portion of the Plan area may well fall within the planning horizon indicated in the Town's Municipal Development Plan (15 to 20 years). Certain sites within the Plan will draw immediate interest for development, whereas others will be utilized concurrently with community growth. Initial development is anticipated to occur in the most southerly portion of the plan area at locations with good exposure to Morinville Road and in close proximity to existing services. For example, a regional hardware and building supply centre is expected in the imminent future. Extension of roadways and availability of services will permit interior locations to be developed as market conditions allow. For the purposes of this Plan, the staging concept depicted in figure 5 can still be applied generally to the revised development concept for the most southerly portion of NE of 28-55-25-W4M as per the Amendment. Figure 5 illustrates the expected staging.

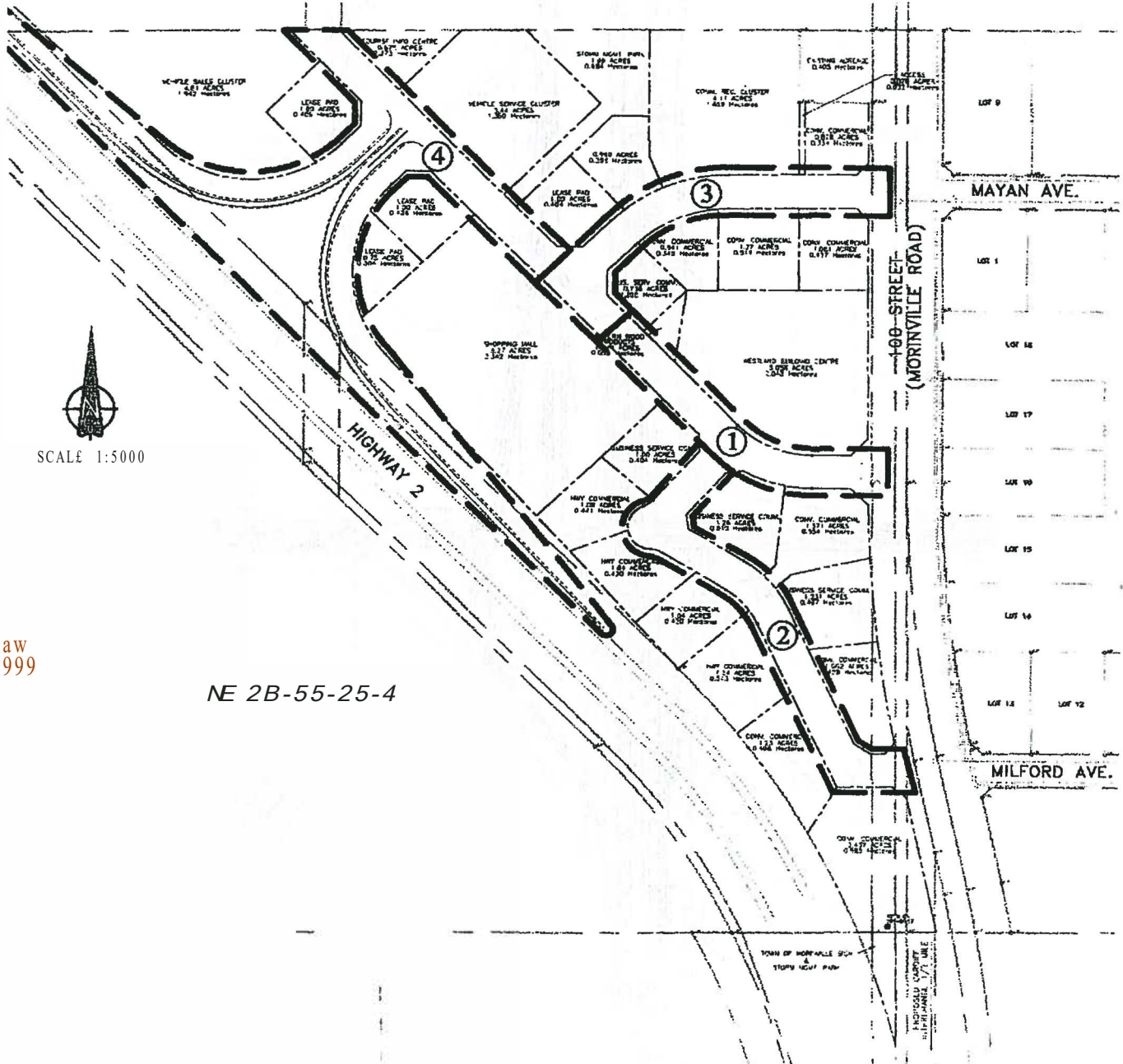
Bylaw
14/2003



Bylaw
14/1999

Figure 4: Cardiff Interchange Preliminary Plan

Westmor Development Park Area Structure Plan



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Figure 5 Staging Concept

Westmor Development Park Area Structure Plan

11.0 MUNICIPAL SERVICES

Preliminary engineering evaluation indicates that the Plan area is capable of being serviced for the intended uses.

The provision of water, sanitary sewer and storm drainage systems are key factors in determining the developability of land. The following preliminary servicing observations and servicing concepts (Figures 6 and 7) are based on work conducted initially by Al-Terra Engineering Ltd. in the early 1990's and re-examined in 1999 by Butler Krebs/Infrastructure Systems Ltd. Detailed engineering and analysis will be carried out subsequently at the stage of subdivision. For the purpose of this Plan, the preliminary servicing concepts depicted in Figure 6 can still be applied generally to the revised development concept for the most southerly portion of the NE of 28-55-25-W4M as per the Plan Amendment 14/2003.

Bylaw
14/2003

11.1 SANITARY SEWERS

The Town is serviced by the Edmonton Regional Sanitary System, which was commissioned in December of 1989. This system has capacity to accommodate growth in the Town. Sanitary sewage generated by industrial/ commercial areas can vary significantly with the type of activity/operation. This development park is not expected to have high water users, accordingly, sewer flows are expected as follows:

Westmor Development Park Area Structure Plan

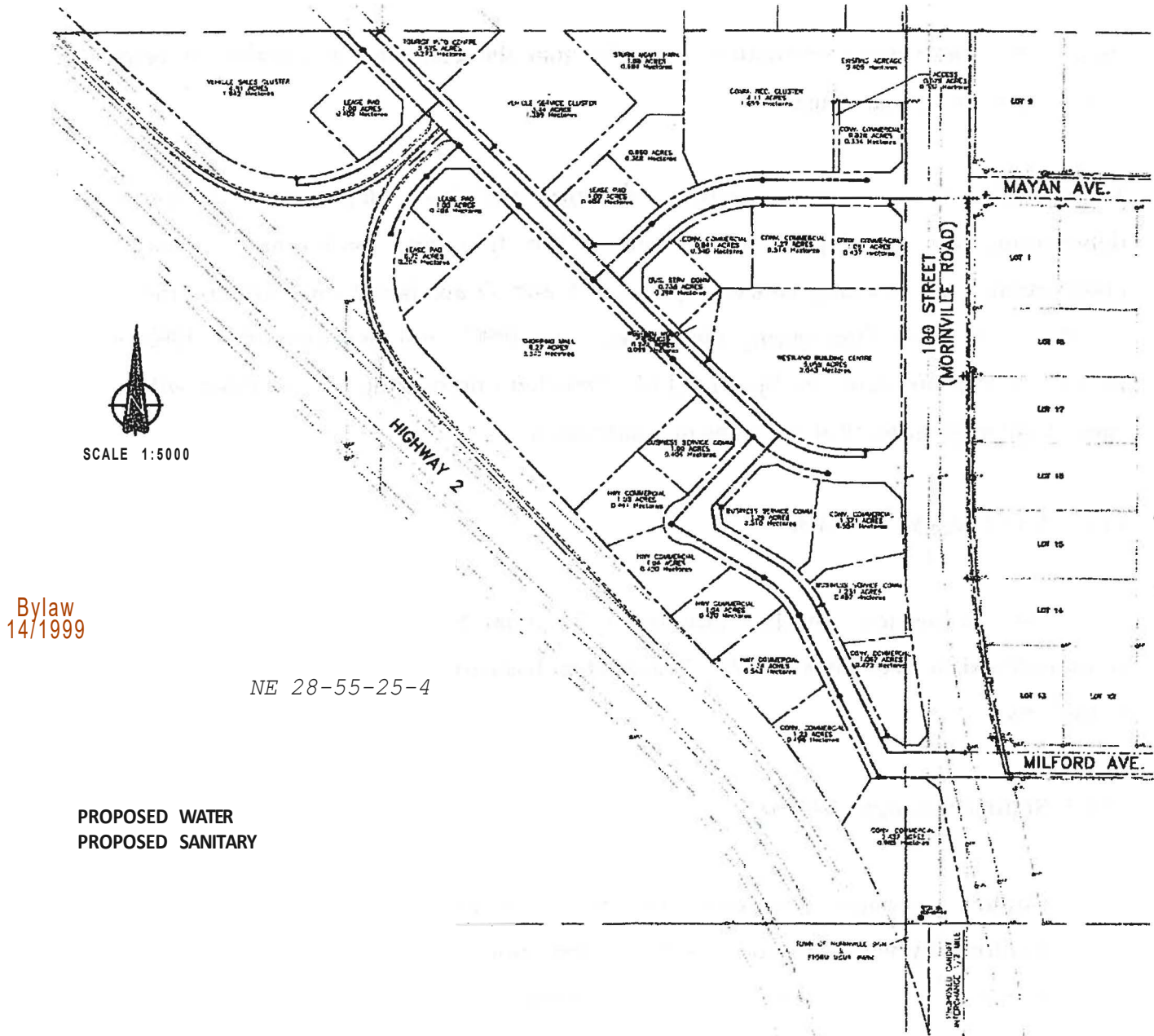


figure 6 Water and Sanitary Concept

Average design sewage flows (dry weather):

1. For commercial and institutional ... 16,800 l/day/ha. or 0.20 l/s/ha.
2. For industrial uses ... 13,000 l/day/ha. or 0.15 l/s/ha.

A peaking factor of 3.5 is recommended for this type of development

Inflow and infiltration allowance of 0.28 l/s/ha is to be added to above peak flow.

11.2 ON-SITE SANITARY

This Plan encompasses two different drainage basins for sanitary sewage.

11.2.1 South Drainage Basin

This area totals 27.5 hectares in the NE of 28-55-25-W4M which can be serviced by an existing 250 mm diameter gravity sewer located at Milford Avenue and Morinville Road. The line was installed with depth and capacity specified for this area and conveys the sewage to a pump station located in Morinville Industrial Park, from where it goes to the regional pump station.

To service the south drainage basin, 250 mm diameter sewers installed at 0.3% will provide 3.3 metres of cover below existing ground at Highway No. 2 and the westward extension of Mayan Avenue.

Sufficient depth would also be available for 450 lineal meters of frontage along Morinville Road north of the south drainage basin; but, capacity would have to be assessed before this extension was made.

Westmor Development Park Area Structure Plan

Peak design dry weather flow plus infiltration from 27.5 hectares, based on 50% industrial and 50% commercial would be 24.5 l/s. Capacity of 250 mm diameter pipe at 0.3% is 32 l/s.

11.2.2 North Drainage Basin

There is presently no gravity sewer available with capacity or depth for the northerly 78 hectares area of the Plan. As this land slopes generally toward the east, and the land east of Morinville Road north of Morinville Industrial Park continues to slope to the east, sanitary sewers would be installed flowing in an easterly direction to an eventual pump station.

The ideal location for the pump station for maximum service area would be at 90th Street just south of the railway but it could move further west if development of the easterly area was considered very long term. Peak sewage flow from the north drainage basin based on 50% commercial and 50% industrial would be 70 l/s requiring an outfall sewer line of 375 mm diameter at 0.15% slope. A smaller diameter sewer line with greater slope would be preferable.

11.3 WATER DISTRIBUTION SYSTEM (Refer to Figure 6)

11.3.1 General

The Town is supplied with water by a regional line from the City of Edmonton water system. It is expected that supply available to the Town will increase as required by growth.

11.3.2 Design Flows for the Development Park

1. Domestic Use

Water volumes required for consumptive use would be in accordance with sanitary sewer design criteria, minus infiltration. Daily consumption at ultimate development would be calculated as: $(27.5 + 78.0) \text{ ha} \times 14,900 \text{ l/ha/day} = 1,572,000 \text{ l/day}$. Peak flow would be 63.31/s for a peak factor of 3.5.

2. Fire Flows

Flow available for fighting fire should be in accordance with formulas set out by the Insurers Advisory Organization. The formulas take into account the size of buildings, combustibility of construction and contents and spacing of buildings. It is expected that fire flows in the order of 13,500 litres per minute for a duration of 3.1 hours be considered appropriate for the type of development anticipated in this development park. The water distribution system should be sized to provide this flow as well as peak domestic flow while leaving a residual pressure of 140 KPa.

11.3.3 Existing and Proposed System

Sufficient water storage and pumping capacity exist within the Town to provide domestic flows and fire flows as outlined above. Some offsite watermain construction to provide a looped system to this area would be desirable, namely a connection from 94th Avenue and 92nd Street to Monroe Road and Mayan

Westmor Development Park Area Structure Plan

Avenue. On-site watermains, generally in accordance with Figure 6, would be required to provide the flows required for the development park.

11.4 STORM DRAINAGE

11.4.1 General

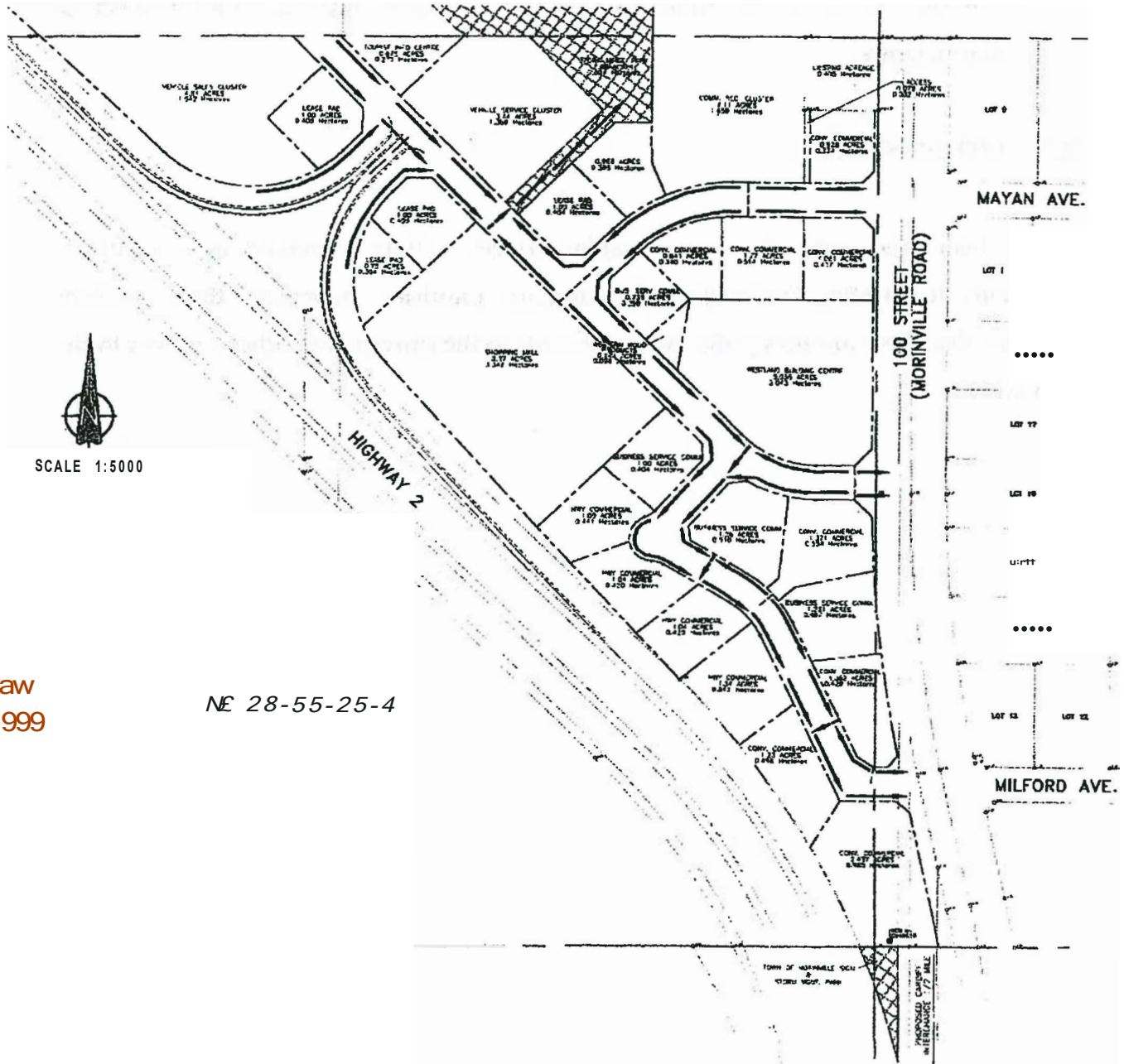
The proposed development park is in an area of relatively flat topography with some relief from northwest to southeast and a north-south ridge through the northern portion. This area presently drains to a significant drainage ditch along Morinville Road which flows southward along Highway No. 2 to a creek near St Albert. This ditch requires periodic cleaning as it is very flat (0.05%) and gets clogged with silt and vegetation.

11.4.2 Proposed System

Figure 7 indicates the proposed drainage concept. Storm water will be detained in two grassed detention basins and released at pre-development flow rates so as to prevent flooding or damage downstream. Storage volumes required are indicated on Figure 7 based on a 1:100 year, 6 hour storm which is generally the critical storm for urban development.

The proposed storm water collection system consists of open ditches. Very little topographical relief is available so that ditches will have very flat grades. Some form of hard surfacing would be desirable in the bottom of the more visible open ditches to minimize maintenance and to prevent the marshy appearance.

Westmor Development Park Area Structure Plan



Bylaw
14/1999

NE 28-55-25-4

Figure 7: Storm Drainage Concept

Westmor Development Park Area Structure Plan

which develops. Generally, the storm drainage system must be designed carefully so as to be functional and not unduly onerous with respect to maintenance.

11.5 OTHER SERVICES

Power, telephone, natural gas and cable services will be provided as a result of extensions to existing networks. Preliminary inquiries respecting these services indicates that there are no significant constraints to the provision of other services to the Plan area.

